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# ROBT. PORTER & CO'S CELEBRATED BULL DOG BRAND LIGHT ALE

IN PINTS & SPLITS.  
Very light, extremely palatable & refreshing.  
Brewed from the finest English malt and hops.

SOLE AGENTS

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

WM.  
**Powell**  
LTD.

LADIES AND CHILDREN'S  
BATHING COSTUMES

(SINGLE AND TWO-PIECE)  
NOVELTIES IN  
BATHING CAPS.  
TOWELS.

WHITE TURKISH  
HUCKABACK.  
CHRISTY'S BROWNS.

PRETTY LADIES  
BATHING  
SANDALS.  
JUST ARRIVED

Edm. Powell, Ltd.

## THE DIARY

### MEMO. FOR TO-MORROW.

3.33 a.m.—Yell M.m.

### General Memoranda.

SUNDAY, May 30—  
Decorations Day (U.S.A.).  
Trinity Sunday.

TUESDAY, June 1—  
2.30 p.m.—Auction of Furniture etc. at  
Messrs. Hughes and Hough's.

THURSDAY, June 3—  
King's Birthday (1905).

SATURDAY, June 5—  
Gymkhana at Race Course, Happy  
Valley.

THE EDWARD DISPENSARY  
O. KAMMING & Co., Ltd.  
Chemists and Druggists.

GREAT REDUCTIONS IN  
PRICES.

PRESCRIPTIONS ACCURATELY  
DISPENSED.

Pure Drugs, Patent Medicines, &c.

2A, QUEEN'S ROAD, HONGKONG.  
Hongkong, July 21, 1914.

## THE LOSS OF H.M.S. "TRIUMPH"

HONGKONG, FRIDAY, MAY 28, 1915.

### THE LOSS OF H.M.S. "TRIUMPH"

Very general and sincere regret was felt in the Colony yesterday evening by the announcement, which was exclusively published in the "China Mail," to the effect that H.M.S. "Triumph" had been torpedoed and sunk in the Dardanelles. The news came as a complete surprise as nothing but the best of news had been heard of the "Triumph" since she cleared for action at the beginning of the war. We had begun to accustom ourselves to the all too-pleasing idea that the ship that had so successfully encountered so many dangers at Tsingtau and in the Dardanelles and had inflicted so many hard blows could not possibly meet with serious disaster. The uncertainty of war is perhaps the only attractive thing about it. To us in Hongkong particularly the notable achievements of H.M.S. "Triumph" were a source of very great satisfaction as the vessel was well-known to all here. Her latter-day history also was peculiarly interesting, and not a little piquant. On being destined for Hongkong it is generally believed that she was, like the late First Lord of the Admiralty, "shelved." She was, in fact, sent out to our Colony to end her days ingloriously as a depot ship, in place of the pleasing ornament known as the "Tamar" that used to grace the Harbour. The "Triumph," in the opinion of "My Lords of the Admiralty" was "obsolete" and therefore she was fit only to be a depot ship in a distant station. It must be stated that the Admiralty had, at the time, good reason for so concluding, though in the light of subsequent events it is somewhat difficult to realise that such is the case. Before the outbreak of the war the "Triumph" seemed to have little chance of adding to any of her triumphs of the past, for as stated she was little more than a depot ship doomed to inactivity in Hongkong's magnificent harbour. She was practically dismantled and her ship's company was by no means up to full strength. The feverish activity everywhere manifested at the beginning of the war resulted in the old "Triumph" being speedily hustled into drydock, from whence she emerged overhauled from top to bottom, more sombrely and suitably painted, as a staunch British warship ready to engage all comers. She was speedily sent to take part in the Tientsin blockade along with the ships of our gallant Ally, and all the world soon knew of the destruction of the old ship's company. It seems to be a fact that she then took the brunt of the firing upon the German batteries, and the damage done and the rapid manner in which it was effected was highly creditable to the crew's marksmanship and the vessel's fighting qualities. On returning from Tientsin she triumphantly displayed—and very properly too—the word "Tientsin" in golden letters on a conspicuous part. The next heard of

this remarkable vessel was, shortly after her departure from the Colony where she had been overhauled, that she was actively engaged against the Turks and their Teutonic lenders in the Dardanelles. Even amidst the mighty deeds of the "Queen Elizabeth" and other British and French vessels which had never been anywhere near the "depot ship" stage, the old "Triumph" was heard of as performing prodigies of valour by reducing batteries in many actions. She proved herself indeed to be a most useful vessel both in giving and taking hard blows. It is indeed difficult to write of the closing incidents of H.M.S. "Triumph's" career and keep clear of sentimentality, for there is undoubtedly much that appeals to the emotions in contemplating the heroic deeds and the glorious end of a vessel that, considered at one time to be "obsolete," suddenly, phoenix-like, renews her youth and sallies forth to do deeds of valour and renown. Well did the "Triumph" justify her name and "My Lords of the Admiralty" are to be congratulated in fitting her out and transforming her into a modern-equipped battleship. The name and fame of the good old "Triumph" will long be remembered in our Colony.

## NEWS OF THE DAY.

### LOCAL AND GENERAL

The local European Police are to be instructed in the future by the Government of the Colonies on Tuesdays and Fridays. The classes will open on Tuesday next the 1st prox.

There were 7,462 pupils under instruction in English schools and 11,919 in vernacular schools in Hongkong in 1914, exclusive of those attending Police School and uncontrolled schools in the New Territories.

Mr. Hastings, 107 The Peak, was charged with keeping a dog without a license and with not having it muzzled. Mr. Owen, of Messrs. Hastings and Hastings, appeared on behalf of Mr. Hastings and produced a license. Mr. Hastings was fined \$5 in respect of the second charge.

The net cost of the Technical Institute in 1914 was \$7,556, compared with \$9,327 in the previous year. The increase was due to the withdrawal of the Li Shing and College of Medicine grants in 1913. The average cost of the students was \$16.02 compared with \$16.86 in 1913.

At a meeting of the local centre of the Institution of Electrical Engineers, held at the University last evening, Mr. W. L. Carter, manager of the China and Japan Telephone and Electric Co., Ltd., chairman of the centre, read a paper dealing with the relations subsisting in Europe between the public and public service corporations and the lessons to be drawn from them for the guidance of electrical engineers in the new field that will soon be opened in China. A fairly large attendance of members followed a thoughtful address with great interest.

The steamship Tacoma, of the Standard Oil Co.'s fleet, which is now in Hongkong, on the 10th instant, while bound from Wosung to Hankow in charge of Capt. Leach, pilot, sighted a capsized junk with several people clinging to her bottom. The ship was splendidly manoeuvred by the pilot, despite the strong current and her heavy draft (23.0) and turned round to follow the craft, which was drifting down river. One of the boats was lowered in charge of Chief Officer Pattison, and six Chinese, including a woman and a small boy, were rescued. The junk was capsized by a squall and a woman and a girl drowned. The party was taken on to Hankow, and Capt. Stewart, master of the ship, provided the people with money to enable them to return to their homes.

### GERMAN ATROCITIES ON RECORD.

The well-known British newspaper "The Field," recently published a large and fully illustrated supplement dealing comprehensively with the German atrocities in Belgium. Such a record is of the utmost value at present, and it will be even more so in the future as it is most conclusive evidence of what actually occurred. The paper of the supplement are devoted to a detailed and pictorial representation of the terrible destruction by Germany of the cities and other property in Belgium and France, and of the inhuman treatment of the defenceless inhabitants. It is recorded to afford proof of the barbarous methods resorted to by a nation claiming to be the leaders in "Kultur" in war as in all things else. We have pleasure in recommending the supplement to all who may wish to have a record of Germany's barbarity.

### A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

## COMPANY REPORT.

### MESSRS. A. S. WATSON & CO., LIMITED.

The report of the General Managers for the year ending 31st December, 1914, for presentation to the Shareholders at the Thirtieth Annual Ordinary General Meeting of the Company to be held at the Hongkong Hotel on June 3, states:—  
Gentlemen,—We beg to lay before you a statement of the Company's business, with a balance sheet for the year ending the 31st Dec., 1914.

The net profits of the Company for the twelve months under review, after paying all charges, including the salary of the General Managers, and providing for all bad and doubtful debts, allowing for losses on subsidiary concerns, the payment of auditors' fees \$300, and including \$201.00 undivided dividends forfeited, amount to \$101,113.66.

To which has to be added the balance brought forward from the previous year 1,114.65

\$102,228.31

From this there has to be deducted:—  
General Managers' Commission of 5 per cent. on net profit as per Article 8 of the Co.'s Articles of Association \$5,055.63

Remuneration of the Consulting Committee as per Article 9 2,000.00

Article 12 7,056.65

Leaving available for appropriation \$96,172.66

We propose to pay a dividend of 6 per cent., which will absorb \$6,130.00

To place to Reserve Fund 10,088.81

Write off building improvements, furniture, fittings, utensils of trade \$12,400

Write off aerated water & other plant & machinery \$12,500

Write off fuel, steam, launch, water, boats and motorbicycles 5,100

And carry forward to 1915 amount 1,114.65

\$96,172.66

During the year we paid off the mortgage on remaining portion of Section D. of Island Lot No. 1026 and the buildings thereon in full.

Reserve Fund.—This has been increased by \$6,000.17, which amount represents a settlement in full of our claims against the Chinese Government in connection with losses sustained at Chung Keng, Hankow, and Chin wan, referred to in the Reports for the years 1911 and 1912 respectively.

Subject to the approval of the shareholders it is proposed as above stated to place a further sum of \$10,058.31 to this Fund which would then stand at \$170,000. The existing Committee consists of Hon. Sir C. P. Chater, C.M.G., Mr. J. Scott, Mr. J. W. Noble, Hon. Mr. Lau Chee Pak, and Mr. H. T. White. The last-named gentleman having rejoined the Committee on his return to the Colony, his appointment requires your confirmation, as also does that of Hon. Mr. Lau Chee Pak, who has recently accepted an invitation to join.

The Company's Accounts have been audited by Mr. C. Bernard Brown, A.C.A., and Mr. E. J. Chapman, the latter acting for Mr. Francis Maitland during his absence from the Colony. Mr. Francis Maitland and Mr. C. Bernard Brown, A.C.A., offer themselves for re-election.

JOHN D. HUGHES & SONS,  
General Managers,  
Hongkong, 25th May, 1915.

BALANCE SHEET, 31st DECEMBER, 1914.

LIABILITIES.

Capital Account \$900,000.00

Reserve Fund as per last account \$154,938.52

Add Claims against the Chinese Government, paid during the year 2,003.17

Local and General

Building in the East and in America \$158,334.91

Local and General

Utilities in London 28,990.39

Mortgage on Sham Shui Po Lot No. 74, Canton, and the Buildings thereon \$45,000.00

Advance against Mortgage (up to \$125,000) on Marine Lot No. 233 and the Buildings thereon 40,000.00

Bills Payable, Hongkong and China 107,230.72

Unclaimed Dividends 3,050.00

Security Deposits from Staff 18,700.00

Profit and Loss Account

Forward from 1913 1,114.65

Account 1914 101,113.66

Net Profit 1914 102,228.31

As per last Account 87,773.14

Written off for depreciation in May, 1914 11,000.00

\$96,773.14

Added during 1914 12,408.51

\$90,378.65

## TYPHOON WARNING

The following telegram was received at the American Consulate General from the Manila Observatory, 10-day at 1 p.m.:—  
Depression northern part China Sea advancing northward.  
[Hence the beautiful night last night and the glorious day to-day.—Ed.]

## PRINCE OF WALES' FUND.

### SUBSCRIPTION LIST NO. 31.

"Windfall" \$100  
Mr. R. D. Harvey's Fund. 10  
Captain Lewis. 10  
Mr and Mrs Widdow, April (Holloway) 10  
Mr R. B. Cuthbert. 10  
Mr H. J. Jones, Mar. Apl. May. 30  
Mr & Mrs Stark Toller, April. 10  
Arthur Lawrence Toller. 3  
Gerald Stark Toller. 3  
Rowland Dock Staff (April). 27

Already acknowledged \$459

Ledged Lists 1/33 246,306.33 246,306.33

Monthly Subscriptions 139.80

Already acknowledged 43,541.40 43,701.20

\$200,468.53

Retained to London—

22/12/14 £17,000 & 19/5/15 193,15 27,000 & 1/5/15 988,174.61

Balance in hand \$22,291.92

Hongkong, 27th May, 1915.

N. J. STRAUSS,  
Hon. Treasurer.

## LAST YEAR'S EDUCATION BILL.

### THE LARGEST ON RECORD.

After deducting the school fees received the total net cost of expenditure on Education in Hongkong last year was \$216,848, against \$195,915 in 1913. This was nearly \$20,000 over the largest amount spent in any one year on education in the Colony. The increase was mainly due to the new Education Ordinance.

The ratio which expenditure on education bore to the total revenues of the Colony was 20.3, and was the lowest since 1909. School and Technical Institute fees amounting to \$75,792 were collected compared with \$73,248 in 1913, and in addition \$3,566 fees were remitted to free pupils, against \$3,759 in the previous year.

Aerated Water and other Machinery and Plant at Hongkong, Canton, Amoy and Shanghai.

As per last Account \$101,527.49

Written off for depreciation in May, 1914 13,000.00

\$88,527.49

Added during 1914 31,341.23

119,868.73

Steam Launch, Steam Lighter, Motor Launch, Water Bonta, and Motor

Lorry—

As per last Account \$37,483.72

Written off for depreciation in May, 1914 6,000.00

\$31,483.72

Added during 1914 915.28

32,399.00

Good Debts due from "last year's" Sundry Debtors.

Cash in hand \$12,454.98

Cash at Bank 3,041.37

15,496.35

Fire Insurance

Sum insured and Li- cence surrendered

Section E. of Island Lot No. 19 and the Buildings thereon \$60,000.00

Kowloon Island Lot No. 233 and the Buildings thereon 27,500.00

Marine Lot No. 233 and the Buildings thereon 27,500.00

As per last Account \$156,830.35

Expended during 1914 5,385.81

151,444.54

Remaining Portion of Section D. of Island Lot No. 1026 and the Buildings thereon

As per last Account \$18,500.00

Expended during 1914 2,247.21

20,747.21

Sham Shui Po Lot No. 74 and the Buildings thereon 45,000.00

Canton, Amoy and Shanghai 62,000.00

Extra Concession Lot No. 73 and the Buildings thereon 9,068.00

340,578.20

\$1,592,626.65

To Balance 102,228.31

Contra 402,228.31

By Balance from 1913 account 1,114.65

By Net Profit 1914 account 101,113.66

\$102,228.31

J. Scott Harrison, Consulting Engineer.

J. A. TARRANT, Secretary.

JOHN D. HUGHES & SONS, General Managers.

O. BERNARD BROWN, A.C.A., Auditors.

E. J. CHAPMAN, Auditors.

# BY TELEGRAPH. THE PROGRESS OF THE WAR.

## THE ITALIANS CROSS THE FRONTIER AT BRAZZANO.

## THE AUSTRIANS AGAIN FLEE.

### TERRIFIC FIGHTING IN GALICIA.

### FRENCH SUBMARINE SUNK NEAR CONSTANTINOPLE.

### THE LOSS OF H.M.S. TRIUMPH.

(Reuter's Service to the China Mail.)

## GOOD WORK BY THE ITALIAN TROOPS.

LONDON, May 27, 1.45 p.m.  
A Rome telegram states that the Italians crossed the frontier at Brazzano four hours after the declaration of war. The Austrians fled after half an hour's fusillade.

The greatest success achieved by the Italians on the first day of hostilities was the capture at Monte Cordia of a 2,600 foot front dominating the Indro-Isonzo valleys.

The Italians erected a serious resistance here, but their bombardment and the enthusiasm of the troops in a few hours rendered the Austrian positions untenable.

The Italian advance at Friuli is tactically important, marking the first step towards the effective occupation of territory, and the advance in the Trentino is strategically valuable.

The frontier here is a triangle, with its base on the Alps, and its apex on Lake Garda. Every road descending towards Italy is closely commanded by the enemy's positions.

The Italians, therefore, aimed not at an extensive advance, but at seizing all the dominating points whence the Austrians might descend into the Italian valleys. In this the Italians completely succeeded.

## ITALIAN KING LEAVES FOR THE FRONT.

LONDON, May 27.  
King Victor Emmanuel has gone to the front in supreme command of the land and sea forces. The Duke of Genoa has been appointed Lieutenant General during his absence, and has been invested with the Royal prerogatives.

## AN ITALIAN BLOCKADE.

LONDON, May 27.  
The Government of Italy has declared a blockade of the Austrian and Albanian coasts.

## THE CHURCH AND WAR.

LONDON, May 27.  
The pastoral letter of the Archbishops of Canterbury and York, which will be read in the Churches on June 6th, calls on all fellow citizens to give their glad and unstinted response to whatever demands the Government decides to make.

## THE KING'S STIRRING ADDRESS.

LONDON, May 27.  
A telegram from Rome states that the King, in a stirring address, said:—  
You are fighting a seasoned enemy but your indomitable dash will certainly defeat him.

## MR. ASQUITH'S MESSAGE TO SIG. SALANDRA.

LONDON, May 28.  
Mr. Asquith has telegraphed to Signor Salandra an expression of the happiness of Great Britain that a long-standing friendship has ripened into more intimate relationship. The Italians had always stood for freedom and the great ideals of humanity, and Mr. Asquith says that Great Britain knows the valour of the Italian army and navy will make the final victory more speedy and more sure. He was proud that Italy had joined the Allies.

Signor Salandra replied thanking Mr. Asquith for his noble words and assuring him that Italy wished, above all, the establishment in the future of an era of liberty and peace for Europe based on respect for the highest principles of nationality. He also reiterated Anglo-Italian friendship.

## TURKS BECOMING TERRORISED.

### FRENCH SUBMARINE SUNK NEAR CONSTANTINOPLE.

LONDON, May 27.  
The Garrison at Adrianople is being constantly reduced owing to the troops going to the Dardanelles. There are now mostly untrained men left. The Allies' reinforcements are constantly arriving and the Turks are becoming terrorised by the incessant attacks of the warships and rain of fire. It is reported that a French submarine near Constantinople has been sunk by a Destroyer.

## "UNPARALLELED IN THE HISTORY OF WAR"

### BATTERIES MASSED IN TIERS.

LONDON, May 27, 1 p.m.  
The "Times" correspondent, telegraphing from Tientsin on the 23rd instant, stated that the German attack on the Russian centre in Galicia was unparalleled in history of war. Batteries massed in tiers poured a torrent of fire, which destroyed the Russian centre, through which the German poured, expecting leisurely to destroy the wings. But the Russian retreat was most masterly, equalling that of the British from Mons. The German check on the River San is due to the failure of ammunition, consequent on the rapidity of the Russian retreat, lengthening the German communications.

## UNREST IN PERSIA.

### RUSSIAN CONTINGENTS REINFORCED.

LONDON, May 27.  
In view of the threatening nature of the Russo-German agitation in Persia, especially since the recent return of the Austrian and German Ministers to Tehran, the Russian Government had decided to reinforce the contingents at Kasvin.



## BY TELEGRAPH.

## THE LOSS OF H.M.S. TRIUMPH.

Router in the following telegram confirms the wire sent us yesterday evening by our London correspondent and published exclusively in the China Mail to the effect that H.M.S. Triumph had been torpedoed and sunk in the Dardanelles:—

**SUNK WHILE SUPPORTING AUSTRALIANS AND NEW ZEALANDERS.**

Captain and Commander Saved.

London, May 27.

The Admiralty announces that H.M.S. Triumph, while operating in support of the Australians and New Zealanders at Gallipoli, was torpedoed by a submarine and sunk.

Most of the officers and men were saved including the Captain and Commander.

The Admiralty also announced that destroyers and patrolling small craft chased the submarine till dark.

## FURTHER MEMBERS OF THE CREW.

The following names are additional to those of the officers and men published in our Extra last night:—

Gunner A. J. Allyn,  
Gunner (T) M. J. O'Leary,  
Gunner W. Brown,  
Wt. Teleg. J. Moran,  
Corporal S. Hancock,  
Midshipman John S. Metcalf, R.N.R.,  
Midshipman Robert D. Cooper, R.N.R.,  
Midshipman Frederick E. Gainer, R.N.R.,  
Midshipman John S. Griffiths, R.N.R.,  
Midshipman Arthur C. Nonwick, R.N.R.,  
Midshipman C. S. Larkins, R.N.R.,  
Midshipman G. Stevens, R.N.R.,  
Midshipman R. Allen, R.N.R.,  
Midshipman W. B. Gaudin, R.N.R.,  
Midshipman G. R. Shaw, R.N.R.,  
Asst. Clerk Kenneth W. James.

## THE "TRIUMPH'S" EARLIER HISTORY.

While the British Admiralty will deplore the loss of the good ship "Triumph" in the strenuous operations for the Freedom of the Dardanelles, the people of Hongkong have just cause to be doubly grateful. Her magnificent work towards reducing the forts at Tsintau and other splendid achievements in the Dardanelles have woven around her name a glorious and lasting memory that will ever be associated with one of the best known ships ever attached to the China Squadron. As she swung around her buoy in the harbour dressed in her coat of white she became a familiar figure. At that time she carried a skeleton crew and was regarded as a kind of "white elephant" but little did we realise then how she would emerge from "obsolescence" condition and achieve one of the finest records in naval gunnery. And now she has met her fate in the world's greatest conflict, but that same undaunted spirit which secured her success still lives and will predominate until the object of the Navy is attained.

The "Triumph" and the "Swiftsure," as is generally known, were sister ships and were built under the supervision of Sir Edward Reed for the Chilean Government. They were to have been named "Libertad" and "Constitution," respectively, and the design was dominated, so far as dimensions and proportions were concerned, by the consideration that the ships must be so constructed as to enter the double graving dock at Valparaiso, Chile, with sufficient clearance at all points to allow the bottom to be cleaned and repaired. Sir Edward Reed was in Chile at the time that the order was given and personally inspected the dock. The first condition laid down by the Chilean Government was that the speed should be 19 knots. The origin of the ships is to be found in the fact that towards the end of 1901, the relations between Chile and Argentina, over the mutual boundary question, was so severely strained as to bring the two countries to the brink of war. Sir Edward Reed was on a visit to Chile for the benefit of his health and just before reaching Valparaiso met the powerful Chilean squadron proceeding south in battle array. All the ships composing it were built by Sir W. G. Armstrong, Whitworth and Co., at Elswick. He had scarcely reached Chile when the question of reinforcing the Chilean Navy by the purchase or construction of two powerful battleships came under urgent consideration. Purchase was found to be impracticable and steps for the building of them had to be urgently taken. It was the desire of ex-President Montt, Director-General of the Chilean Navy to keep the tonnage as possible down to 10,000 tons but with a speed of 19 knots; to carry an armament of four 10-inch guns, as bow and stern chasers and at least ten, and if possible, twelve 7.4-inch guns of which four were to be on the upper deck. This left six or eight of the 7.4-inch guns to be disposed of according as Sir Edward Reed might decide upon having ten or twelve of these guns, and it was further arranged as well in fact almost a necessity that if he could place the six remaining guns in turrets or barbettes so as to give them a greater height above the sea and a greater range than the main deck guns—a matter which was attempted without success—then the main deck battery was to be resorted to and was to contain eight of these 7.4-inch guns. Owing to the pressing necessity for rapid building Sir Edward was instructed to proceed to England as quickly as possible and to obtain tenders for ships of the design thus settled upon from the Armstrong Company and from another firm who could quickly produce hull, machinery, and armament complete, on which account among others the well-known firm of Vickers, Sons and Maxim (now Vickers, Ltd.) was selected. A telegram was sent from the Chilean Government requesting Sir Edward Reed to arrange to have fourteen of the 7.4-inch guns, thus making it necessary to conform to the main deck battery arrangement. A corresponding increase in length and tonnage was allowed. Within three weeks of Sir Edward's arrival home the contracts for both ships had been signed. The principal dimensions were: Length 436ft.; breadth 71ft.; draught, normal, 24ft. 6in.; increase with full bunkers 1ft. 10in.; coal, normal 800 tons, full 2500 tons, displacement, normal 11,853 tons; freeboard at bow 21ft. 6in., complement 776. The main deck was protected by 7.5in. steel. The weight of the projectiles used in the 7.4in. guns was 200lbs. which gave the "Triumph" a broadside of 1,400lbs. while her muzzle energy was 75,000 foot-tons.

Sir Edward Reed claimed this distinction for these two vessels, that given their size, speed, armour, and gun-power they had not been matched, so far, by any other battleships which had come under his notice and he included those outstanding battleships then building of the King Edward Class. For financial reasons the time for the building of the two ships was extended six months. By the time they were completed, the storm that had arisen between the two Governments of South America had blown over and the Chilean Government disposed of the vessels to the British Government for the sum of £1,750,000.

## FURIOUS FIGHTING IN FRANCE.

LONDON, May 25, 4.45 p.m.

A Paris communiqué states that recent checks have driven the Germans to the most violent action. Yesterday evening there was furious fighting. The French, with magnificent courage and tenacity, maintained every gain. The Germans repeatedly and furiously counter-attacked at Argonne and carried on the intensest of bombardments. The French occupied almost all the low-lying ground in the region of Davaul. The Germans made most violent but abortive counter attacks. The French, however, continued to advance on the crest north-eastward of Loreto and gained ground near Souchez.

French aviators over the whole of front showed great activity, especially in the throwing of heavy bombs, which were most effective.

## A HURRICANE OF ARTILLERY FIRE.

LONDON, May 27.

An official communiqué states: The Russians, on the 24th and the 25th, repulsed several attacks on the left bank of the Vistula. A very desperate battle on both banks of the San, between Przemyśl and Jaroslav, continued throughout the 25th. The enemy developed a hurricane of artillery fire, and were constantly bringing up large reinforcements between Przemyśl and the Great Marshes of the Dniester.

## BY TELEGRAPH.

## THE TORPEDOED AMERICAN SHIP.

LONDON, May 26.

The Nebraska, the American ship which was sunk by submarine off Bow Head, was flying a large American flag, and was prominently lettered on both sides. It is inconceivable that the submarine was ignorant of the nationality of the vessel as it was a clear and bright evening at the time of the torpedoing.

## BOMBS DROPPED ON SOUTHEAST.

LONDON, May 27.

Zeppelins have raided Southeast and dropped bombs. A lady visitor was killed and there was other damage.

(Havas Service.)

Paris, May 26.

French stock now stands at 72.30. The Bourse will be closed every Saturday from June 1 till the end of September.

Yesterday we made important progress in the whole of the Arras region, and to-day we held and increased all the gains previously made. Our aircraft bombarded effectively the aviation station at Herilly and the St. Quentin and Douai railway stations.

Violent fighting is still proceeding on the Doubs-Upper Vistula front and also on both banks of the San river. In the neighbourhood of Bourthelme we took more than 1,000 prisoners.

A Rome official telegram states: We assumed the offensive, occupying important positions on the Frioul frontier, Isonzo, and all the passes on the Cadore frontier.

The health of the King of Greece is very precarious.

## DISAPPEARING PRIVATE SCHOOLS.

## EFFECT OF THE NEW LAW.

In the course of his annual report the Director of Education mentions that in the early part of last year, when the Education Ordinance came into operation, many private English Schools did not apply for registration certificates, but quietly faded out of existence. In previous years it had been quite common for numbers of private schools to open after Chinese New Year and continue only for a few months, while the Master was engaged in trying to obtain a post in some other capacity than that of schoolmaster. One good effect of the Ordinance is that such schools will rarely now be opened.

The remaining schools have been carried on regularly and satisfactorily, and in some cases show signs of improvement. The working of the Ordinance has thus caused the voluntary closing of the least efficient schools, and has led to the survival of the fittest.

One school was started for the study of Esperanto, but disappeared during the latter part of the year.

A Portuguese School, opened in Kowloon, is an endeavour to prevent a literary knowledge of their language being lost by the younger generation of Portuguese residents in the Colony.

During last year certificates were issued under the Education Ordinance to 360 vernacular day schools in the Colony. One effect of the Ordinance, the Director of Education states, was to get rid of many of the worst schools. Of the 360 private schools still existing there were only 80 thoroughly unsatisfactory ones compared with 148 in 1913, and of these 19 were not allowed to continue after last Chinese New Year.

Proscriptions resulted in the closure of five unimproved schools. There were in 1913, 260 schools with an average attendance of 3,223. At the end of that year, monthly subsidies of \$5 were promised to the teachers of 50 of the least bad of these schools, the object was to develop them at the expense of the rest, and thus obviate the necessity of applying the Ordinance and closing these inefficient schools, a step for which the New Territories are certainly not ripe. The report by the Inspector of Vernacular Schools shows that there has been an improvement in the 50 schools selected. They have an average attendance of 852 or rather more than one quarter of the whole. The total subsidy amounts to \$5,000 and works out at \$5.52 per unit.

Franz Latascher, aged five, and Karl Homme, aged six, were found unconscious in the commissariat van of a German military train, where they had concealed themselves, as they subsequently stated, in order to go to the front and see the fighting.

The Mytilene correspondent of "The Times" learns that Abdul Hamid has been removed from the capital and has arrived in Smyrna accompanied by Enver Pasha, and after staying for three days at the house of Mr. Reo, a well-known British resident, was conveyed to some unknown inland locality.

The Sergeant at Arms in the House of Commons, Sir David Eccles, has been retiring after forty years' service, has been a member of the Royal Household for an even longer period. He was, in fact, the last holder of the office of Groom of the Queen Victoria. Sir David had been appointed in 1870 to the post and in this capacity was a member of the Department of the Mistress of the Robes for thirty-one years.

The claim made by the Chestnut Cheese, on a notice displayed at the corner of Wine Office-court, to be "la plus vieille taverne de Londres," may be well founded; but many provincial "houses" can show a longer pedigree. Both the Old Green Man, Edlington, and the Saracen's Head, Newark, date back to the fourteenth century, and the Angel, at Blyth, Nottinghamshire, preserves a bill paid by Richard de Insula, Bishop of Ely, for entertainment at that house in 1274.

Private Frank Middleton, of the 7th Battalion, Second Infantry Brigade, writing to Melbourne from Egypt, tells an amusing story. A certain colonel forbade his men to come on parade without the regulation hat and, he added, semi-humorously, "Get the hats, Beg, borrow, or steal them." "But get them," said the colonel, the major, and several other officers, appeared in parade without hats. The men had taken his advice only too literally. The whole battalion was lined up and examined for the missing hats, but without success.

## SPORTING.

## RIFLE LEAGUE CHAMPIONSHIP MATCH.

## H.M. Dockyard, H.K.V.R. and Talkoo.

The following will represent the Talkoo Rifle Club to-morrow at King's Park Range:—

Lieut. J. D. Dauby, Messrs J. Simpson, H. T. Heath, W. J. Eldridge, D. Lyle, T. Grimshaw, A. Nicol, and W. F. Bass, with A. Whitelaw and G. Miller as Reserves. Mr. W. J. Hill is Captain of the team.

Firing will commence at 2.45 p.m.

## UTOPIA OR HELL?

## Mr Roosevelt on the Pacific.

Friends of Mr Roosevelt often discuss what he would have done if he had been President during the war instead of Dr. Wilson. We shall never know, but (says "The Times") in this collection of articles which has appeared in American publications he leaves us in no doubt as to what he thinks of what President Wilson has done.

A policy of blood and iron is sometimes very wicked; but it rarely does as much harm, and never excites as much derision, as a policy of milk and water—and it comes dangerously near flattery to call the foreign policy of the United States under President Wilson and Mr. Bryan merely one of milk and water. Strongly at least commands respect; whereas the prattling feebleness which dares not rebuke any concrete wrong, and whose proposals for right are merely by sheer fatuity, is fit only to excite derision among angels and among men the bitter laughing of scorn.

Thus the ex-President, to the joy of his adherents, and he says the same kind of thing, though less rhetorically, several times in the course of his address, is the manner of presentation of the subject, his argument, which will be familiar to students of his speeches, runs as follows:—

National promises, made in treaties, Hague conventions and the like, are like the promises of individuals. The sole value of the promise comes in the performance. In every serious crisis the present Hague conventions and the peace and arbitration and neutrality treaties of the existing type have proved not to be worth the paper on which they were written. This is the case with the method of putting force behind the pledge.

From the international standpoint the essential thing to do is effectively to put the combined power of civilization back of the collective purpose of civilization to secure justice. This can be achieved only by a world league for the peace of righteousness, which would guarantee to enforce by this combined strength of all the nations the decrees of a competent and impartial Court against any recalcitrant and offending nation.

Such a league for peace, Mr. Roosevelt admits, is not now in sight. Pending its formation, it is the duty of every free and liberty-loving nation "to keep itself in a state of efficient preparedness as to be able to defend by its own strength both its own and its vital interest." The United States should immediately strengthen its navy, "at present in wretched shape," and introduce general military training of the Swiss pattern—and so forth; we are not concerned for the moment with this preparation.

Mr. Roosevelt is under no illusions as to the difficulty of applying to international affairs the principles of the peace committee. It may be Utopia, but he believes it to be a realisable Utopia. The alternative is that which Sherman and others have described as Hell. It postulates good faith on the part of the nations, which are willing to try it. Excepting those, which are willing to try it, the nations are divided into two classes: those which are willing to try it, and those which are not.

Each nation should be guaranteed against having any of these specified rights infringed upon—"all disputes arising between nations should be settled by arbitration, and the nations should, severally, guarantee to use their military force, if necessary, against any nation which defied the decrees of the tribunal." Under such conditions Belgium would not be any more at risk than it is made by Germany.

It is not easy, at the present moment, to know exactly what Mr. Roosevelt means by "should." Meanwhile, we are cordially with him in his contempt of the "ultra-pacifists," whose activities have amounted to precisely nothing in advancing the cause of peace. It is interesting to learn that, in his opinion, any American city, in the event of invasion, should accept destruction rather than pay ransom.

Mr. Roosevelt and the World War. By Thomas Roosevelt. Murray, 1915.

## BY TELEGRAPH.

## (Reuter's Service to the China Mail.)

## THE NEW BRITISH CABINET.

## FAVOURABLY VIEWED IN FRANCE.

LONDON, May 27, 1.45 p.m.

A telegram from Paris states that the new British Cabinet is viewed most favourably in France and that confidence is expressed that Great Britain will now make war with greater unity, method, and vigour.

## THE KING OF GREECE.

LONDON, May 26.

The condition of the King has taken an unfavourable turn.

LATER.

A telegram from Athens states that the King has rallied somewhat.

## MR. ASQUITH'S INVITATION TO UNIONISTS.

LONDON, May 27.

At a Unionist conference Mr. Bonar Law read a letter in which Mr. Asquith invited Unionists to enter the Cabinet.

Mr. Asquith wrote definitely that he had come to the conclusion that the conduct of the war to a successful and decisive issue could not be effectively carried on except by a Cabinet representing all parties. It was unnecessary to enter into all the reasons—they were sufficiently obvious—which would indicate this as the best solution of the problems of the war. The recognition of this necessity involved no disparagement by him of the splendid services which his colleagues had rendered to the Empire. After consulting with his colleagues, Mr. Bonar Law said that he replied that they would gladly co-operate.

Mr. Bonar Law, Lord Lansdowne and other prominent members of the Unionist Party made speeches in which they said that they were confident that the country would be united to bring the war to a victorious conclusion.

## HOME RACING ABANDONED.

LONDON, May 27.

All racing has been abandoned except the Newmarket meetings.

(Wah T'at Yat Po's Service.)

## TO NATIONALISE THE MINES.

PEKING, May 27.

The Ministry of Agriculture has submitted for the President's approval regulations for nationalising the mines over the whole country.

## KWANGTUNG OFFICIAL'S FUNERAL.

A mandate sets apart \$3,000 for the funeral expenses of the late Ng Cheung Tat, garrison commissioner of Kwangtung.

## AN ADMONITION.

A mandate orders the people of China to do their duty, and instructs the provincial officials to arrest and punish people instigating and sending disparaging telegrams to the Government regarding the recent concessions to Japan.

## CONSCRIPTION FOR CHINA.

The Military Department has decided to enforce a scheme of compulsory military training next year.

## FOREIGN LOANS.

Foreign Loans will be paid by the provincial governments, and the province of Kwangtung will take \$3,000,000.

## HANYEHPING MEETING.

At the annual meeting of shareholders in the Hanyehping Company Suen Ko, ex-Minister for Foreign Affairs, was elected president, and Sheng Kun-Po, vice-president.

## THE EXTRADITION CASE.

A further cross examination of the third witness for the Crown in the extradition proceedings against Hung Cha Lung was taken yesterday by Mr. Wood. The witness said that he had never heard of a rebellion on the Yang River where the prisoner was alleged to have been in command of an army of 10,000 men known as the People's Army. Neither did he know anything of a "send-off" accorded the Army by the people at Suifu. He said that he was alleged to have been the head of a gang of robbers murdered a cook. The hearing was adjourned for a week for a subsequent date to be fixed.

## NOW IS THE TIME.

Rebellethum thou wilt find nothing better than Chamberlain's. But Chamberlain is the time to get rid of. Get rid of him and see how quickly it will relieve the pain and agony. For sale by all Chemists and Storekeepers.

## CANTON ITEMS.

(From Our Own Correspondent.)

CANTON, May 29.

NEW MOULDS FOR DOLLAR COINS.

When Mr. Lo, the new Sup't. of the Canton mint, came here from Peking he brought with him models for the new silver dollars. Several copper moulds have now been made from these models. On one side is the picture of Yuen Shi Kai with the words "Republic of China," and on the other side the value is stated together with a motto. There is no English on the coin, all working is in Chinese.

The new moulds will be sent at once to Peking for approval. If they are considered satisfactory they will be returned and work will begin on the new coinage. It is estimated that the formalities will take about two months.

CONSTANT WORKS AT TAI SHA TAO.

The high water at Tai Sha Tao has put a stop to the construction of dwellings and shops that has been going on there for some time. But orders have been issued to the tide workmen to get all building material in readiness to start working again as soon as the water has subsided.

ROADS ON YUEH SAU HILL.

The fortifications against the attacks of mythical "rebels" upon Yueh Sau Hill have now been completed and in order to render access to these forts more easy, General Lung has had three carriage roads made up the sides of the hill with branches to all important points. Even richwans are now stationed there for the convenience of any who may wish to visit the place.

HANDELMEN QUESTION.

There are in Canton a considerable number of Bannermen whose duties have, of course, expired with the passing of the old empire. They have been granted a subsidy sufficient for their maintenance by the present government, but their usefulness is not evident. The Chief of the Administration Department, Mr. Cheng Him, is considering the matter and is of the opinion that suitable work can be found for these people so that they may become self-supporting. The Civil Governor has added his sanction to the scheme, details of which will be forthcoming later.

## GROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home. For sale by all Chemists and Storekeepers.

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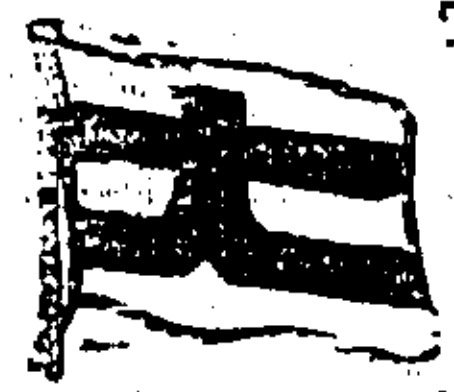
Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FROM	STEAMERS	To SAIL	REMARKS
SHANGHAI	MALTA	About 1st June	Freight and Passage.
LONDON via SUEZ	ORIENTAL	1st June	See Special Notice.
SHANGHAI, MOI, KORE, KARMALA	ORIENTAL	About 1st June	Freight and Passage.
LONDON via SUEZ	NAGAYA	About 12th June	Freight and Passage.

Subject to immediate alteration without Notice.  
All the above steamers are fitted with Wireless Telegraphy.  
E. A. HEWITT, Superintendent.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICE. PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA  
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY  
For VICTORIA and TACOMA via MANILA, KEELUNG, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

S.S. 'MEXICO MARU' Capt. N. Kobayashi, Monday, 31st May at 3 p.m.  
S.S. 'CHICAGO MARU' Capt. K. Hori, Friday, 11th June at 3 p.m.  
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Passengers.

For BOMBAY via SINGAPORE PORT SWETTENHAM, PENANG and COLOMBO.  
S.S. 'SAIGON MARU' Capt. T. Yamaguchi, Saturday, 29th May at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.  
S.S. 'DAIJIN MARU' Capt. K. Murakami, Sunday, 30th May, at Noon.  
S.S. 'KAISO MARU' Capt. Y. Yamamoto, Friday, 11th June at 3 p.m.

For ANPING and TAKOW via SWATOW and AMOY.  
S.S. 'SOSHU MARU' Capt. A. Kobayashi, Wednesday, 19th June, at 10 a.m.

## FOR HAIPHONG (DIRECT).

Steamer Captain Leave  
S.S. 'KEIJO MARU' Imazumi, Friday, 28th May at 10 a.m.  
S.S. 'DAIJI MARU' Tokushige, Friday, 28th May at 10 a.m.

These Steamers of Osaka and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the North Pier Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—  
H. YAMAUCHI, Manager,  
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE  
TO AUSTRALIA, via MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June	23rd June, at 10 a.m.
EMPIRE	24th June	17th July, at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

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## AND AFRICAN LINE.

## Proposed Sailings from Hongkong:

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
NAM SANG	3rd June	A Natal Line Steamer	End of June
DUNBAR	3rd June	A Natal Line Steamer	End of June

For Freight and further particulars apply to  
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## HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.  
(With liberty to call at the Malabar Coast.)

FOR NEW YORK via PANAMA CANAL.

S.S. MIDDLEHAM CASTLE, For New York, about 2nd June.  
FOR NEW YORK via SUEZ CANAL.

S.S. SAINT RONALD, For New York, about early in July.  
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THE NANYO YUSEN KAISHA  
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HORUTO MARU, For Batavia, Samarang, Sourabaya, Makassar & Balikpapan, 9th June.  
S.S. BANRI MARU, For Batavia, Samarang, Sourabaya, Makassar & Balikpapan, 19th June.  
S.S. RIOJUN MARU, For Batavia, Samarang, Sourabaya, Makassar & Balikpapan, 3rd July.

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MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.  
MONGOLIA 27000 tons MANCHURIA 27000 tons  
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"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. 'SIBERIA' Sailing TUESDAY, 1st June, 1 p.m.  
S.S. 'CHINA' Sailing TUESDAY, 15th June, Noon.  
S.S. 'MANCHURIA' Sailing TUESDAY, 22nd June, 1 p.m.  
S.S. 'MONGOLIA' Sailing TUESDAY, 30th July, 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the service, which is under the personal supervision of Mr. W. Mount, the world-famous seaman. Large staterooms, equipped with electric fans and running water. Bathing tanks, electric reading lamps. Numerous amusements with water swimming tank, Philippine orchestra, deck games, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage is our first consideration.

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via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong subject to change without notice.  
Steamer Displacement Tons & Speed. Leave Hongkong.

CHIYO MARU 22,000 tons Tues., 8th June at Noon.  
TENYO MARU 22,000 tons Tues., 29th June at Noon.  
NIPPON MARU 11,000 tons Tues., 13th July at 10.30 a.m.  
SHIYO MARU 22,000 tons Tues., 27th July at Noon.

\*Via MANILA, Omitting Shanghai.  
First Class to London £71-10. Return (6 months) £120.  
" " New York £80. " " " £26-10.  
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Thence by Trans Andean Route to Buenos Aires, etc.  
Steamer Displacement, Tons & Speed. Sailing.

KIYO MARU 17,200-15 knots Saturday, 10th July at Noon.  
For full particulars as to Passage and Freight apply to

K. DOI Acting Agent,  
KING'S BUILDING (Opposite Blake Pier), Telephone 291.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION STEAMER Displacement SAILING DATE.

MAKISSILES & LONDON FUSHIMI MARU, THURSDAY, 3rd June, at Noon.  
Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND HIRANO MARU, THURSDAY, 17th June at Noon.  
PORT SAID (Capt. Fraser, Tons 18,000)

VICTORIA, E.O. & SEAT- SAKI MARU, TUESDAY, 15th June at Noon.  
TLE, via KEELUNG, (Capt. Noma, Tons 12,500)

SHANGHAI, MOI, KORE, TAMBA MARU, TUESDAY, 29th June at Noon.  
YOKOHAMA & YOKO- (Capt. Noma, Tons 12,500)

SYDNEY and MELBOURNE TANGO MARU, TUESDAY, 15th June at 4 p.m.  
Via MANILA, THURS- (Capt. K. Soyeda, Tons 13,500)

DAY ISLAND, TOWNS- NIKKO MARU, FRIDAY, 18th July at 4 p.m.  
VILLE and BRISBANE (Capt. Takeda, Tons 9,000)

BOMBAY via SINGAPORE RANGON MARU, SATURDAY, 12th June.  
MALACCA and COLOMBO (Capt. Kuruzumi, Tons 8,000)

CALCUTTA via SINGAPORE KAWACHI MARU, TUESDAY, 1st June.  
PENANG & RANGON (Capt. Kuruzumi, Tons 12,500)

NAGASAKI, KORE & NIKKO MARU, SUNDAY, 13th June, a.m.  
YOKOHAMA (Capt. Takeda, Tons 9,000)

SHANGHAI, KORE & KAMO MARU, SUNDAY, 6th June at 10 a.m.  
YOKOHAMA (Capt. Shimizu, Tons 18,000)

SHANGHAI, MOI & KORE IYO MARU, TUESDAY, 1st June.  
KORE (Capt. Okamoto, Tons 12,500)

SANUKI MARU, MONDAY, 30th May.  
(Capt. Tada, Tons 12,500)

Wireless Telegraphy.

## PASSENGER SEASON FOR 1915.

## FOR EUROPE.

Steamers	Displacement	Leave Hongkong
FUSHIMI MARU	25,000 tons	Thursday, 3rd June
HIRANO MARU	18,000 tons	Thursday, 17th June
KAT-RI MARU	20,000 tons	Thursday, 1st July
KAMO MARU	18,000 tons	Thursday, 18th July
KASHIMA MARU	20,000 tons	Thursday, 29th July

## FOR AMERICA.

Steamers	Displacement	Leave Hongkong
AKI MARU	12,500 tons	Tuesday, 15th June
TAMBA MARU	12,500 tons	Tuesday, 29th June
YOKOHAMA MARU	12,500 tons	Thursday, 28th July

## KUSUMOTO, Manager.

Telephone No. 292.

## SHIPPING

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

HOIHOW, HAKHOI & HAIPHONG	SYNGHIAN	May 29, at 11 a
SHANGHAI	KANCHOW	May 30, Daylight
HOIHOW & PAKHOI	SHANGHAI	May 30, at 11 a
MANILA, CEBU & ILOILO	CHINA	June 1, at 4 p
SHANGHAI	YANCHOW	June 1, at 4 p
NINGPO	CHINA	June 1, at 4 p
WEIHAWEI & TIENSIN	HUICHOW	June 3, at 4 p
MANILA, CEBU & ILOILO	TAKING	June 3, at 4 p

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MANILA LINE. Twin Screw Steamers 'Chinba', 'Taming' & 'Tean' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenau' and the S.S. 'Kanchow', 'Lanchow', 'Lechow' and 'Yungchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
MANILA	YUENSANG	SATURDAY, May 29, at 3 p.m.
SHANGHAI via SWATOW	WINGSANG	SUNDAY, May 30, Daylight
HOIHOW & HAIPHONG	TAKSANG	SUNDAY, May 30, Daylight
SHANGHAI	KWONGSANG	TUESDAY, June 1, Daylight
SINGAPORE, PENANG & CALCUTTA	NAMSANG	WEDNESDAY, June 2, at 3 p.m.
SANDAKAN	MAUSANG	THURSDAY, June 3, at Noon
MANILA	LOONGSANG	SATURDAY, June 5, at 3 p.m.
WEIHAWEI & TIENSIN	CHEONGSANG	SUNDAY, June 6, Daylight

RETURN TOURS TO JAPAN.

THE steamers Kumsang, Namsang & Fooksang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the 'Yaching, Kumsang, and Suikang' leaving Hongkong at regular intervals for Yokohama, Kumsang, and Suikang thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.  
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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LONDON MONMOUTHSHIRE End of June.

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S.S. ITOLA, 5,227 tons, Capt. Butler, will be despatched for SHANGHAI, YOKOHAMA, KOBE & MOI on 24th June.

WESTWARD.

S.S. DUNERA, 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 4th June.

S.S. JAPAN, 6,013 tons, Capt. C. P. Seldon, will be despatched as above on 28th June.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSEON & CO., LTD.,  
AGENTS.

Telephone No. 215.

## SHIPPING

## FOR SEATTLE.

THE Steamship "HUDSON MARU" Will be despatched on or about 3rd June.

For Freight, apply to—  
JARDINE, MATHESON & Co., Ltd.  
Agents.

Hongkong, May 27, 1915.



## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, COLUMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ORIENTAL, Captain A. L. VALENTI, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 6th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship Molleria from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the S.S. 'Admiral' due in London on 18th July, 1915.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWITT,  
Superintendent.

Hongkong, May 20, 1915.

## AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK via SUEZ.

THE Steamship "TUSCAN PRINCE," 5,275 tons, will be despatched as above on THURSDAY, 10th June.

For Freight etc., apply to—  
THE BANK LINE, LIMITED,  
General Agents.

Hongkong, May 13, 1915.

## NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship SIBERIA.

The above-mentioned vessel, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees risk and expense.

Cargo remaining on board after WEDNESDAY, May 26th, 1915 at noon will be subject to landing charges and if undelivered on SUNDAY, May 30th, 1915 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown, on SATURDAY, May 29th, 1915, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 7th, 1915 otherwise they will not be recognized.

R. C. MORTON,  
Agent.

Hongkong, May 24, 1915.

## THE FIRST CHINESE NEWS PAPER

EVERY ISSUED UNDER

PURELY NATIVE DIRECTION.

The Chinese Mail

第 2 日 報

THE LADING CHINESE POLITICS AND

COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM

VARIOUS PORTS IN CHINA AND JAPAN.

\$8.50 per Annum delivered in Hongkong



## SHIPPING

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	STRAKERS to COLOMBO	Leave SINGA- RAI	Leave HONG- KONG	Connecting Steamers from COLOMBO to MANCHESTER and LONDON	Due at MANCHE- STER	Due at London
leaves YOKOHAMA						
p.m. about		about	about noon			
Apr. 28	SARDINIA May	3 May	7 MALOJA	June 5	June 12	
	NUBIA May	10 May	20 MOULTAN	June 19	June 26	
May 24	ORIENTAL June	1 June	5 BOLDAVIA	July 4	July 11	
June 7	MALTA June	14 June	18 ROYCE	July 18	July 25	
June 21	SARDINIA June	28 June	2 July	Aug. 1	Aug. 8	
	NUBIA July	12 July	16 MONGOLIA	Aug. 15	Aug. 22	
July 19	ORIENTAL July	27 July	31 MALWA	Aug. 28	Sept. 4	
—	MALTA Aug.	9 Aug.	13 PERZIA	Sept. 11	Sept. 18	
—	SARDINIA Aug.	23 Aug.	27 MOREA	Sept. 25	Oct. 2	
—	NUBIA Sept.	6 Sept.	10 MALOJA	Oct. 9	Oct. 16	



## HONGKONG &amp; WHAMPOA DOCK CO., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Cable Used: A, A. D. C. Fifth Edition, Engineering Standard Second Edition, Western Union, and Watson's Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	RISE OF TIDE	RISE OF TIDE
KOWLOON	270	100	10	10	10
No. 1 Dock Kowloon	270	100	10	10	10
No. 2 Dock Kowloon	270	100	10	10	10
No. 3 Dock Kowloon	270	100	10	10	10
Patent Slip, No. 1, Kowloon	270	100	10	10	10
Patent Slip, No. 2, Kowloon	270	100	10	10	10
TAT-KO-KU-TU	400	100	10	10	10
Compassionate Dock	400	100	10	10	10
ABERDEEN	400	100	10	10	10
Hope Dock	400	100	10	10	10
Lamou Dock	400	100	10	10	10

Please Address Enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong.

## STEAMERS EXPECTED.

From San Francisco on the 1st May, is expected to arrive at this port via Honolulu, Japan Ports and Shanghai on Saturday, the 29th May at about 10 a.m.

## Other Vessels.

From London on the 23rd May, is expected to arrive at this port on or about the 29th May.

From Calcutta, left 21st May, is expected to arrive at this port on or about the 29th May.

From Hongkong, left 21st May, is expected to arrive at this port on or about the 29th May.

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THE CHINA MAIL  
COMBINED COLOURED  
TYPHOON MAP & GUIDE

REVISED AND UP TO DATE

Shows tracks and daily progress of the big typhoons during the last twenty years.

Explains day and night typhoon signals.

Enables one to locate the centre of a typhoon.

Gives a table of typhoons for last 30 years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL Office.

## SHIPPING

## ARRIVALS.

May 27.  
Fuku Maru, Japanese steamer, 3,067 tons, left Yokohama, 22nd May, 1915, at 10 a.m. Arrives here on the 28th May.

May 28.  
Phosphor, British steamer, 1,065 tons, left London, 24th May, 1915, at 10 a.m. Arrives here on the 28th May.

May 29.  
Hudson Maru, Japanese steamer, 3,798 tons, left Yokohama, 24th May, 1915, at 10 a.m. Arrives here on the 29th May.

May 30.  
Lachon, British steamer, 1,217 tons, left London, 26th May, 1915, at 10 a.m. Arrives here on the 30th May.

May 31.  
Cebu Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 31st May.

June 1.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 1st June.

June 2.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 2nd June.

June 3.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 3rd June.

June 4.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 4th June.

June 5.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 5th June.

June 6.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 6th June.

June 7.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 7th June.

June 8.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 8th June.

June 9.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 9th June.

June 10.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 10th June.

June 11.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 11th June.

June 12.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 12th June.

June 13.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 13th June.

June 14.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 14th June.

June 15.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 15th June.

June 16.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 16th June.

June 17.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 17th June.

June 18.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 18th June.

June 19.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 19th June.

June 20.  
Taisi Maru, Japanese steamer, 2,243 tons, left Yokohama, 26th May, 1915, at 10 a.m. Arrives here on the 20th June.

## PASSENGERS EXPECTED.

Per P. & O. steamer Egypt. From London April 17, Mr. A. H. Campton, Mr. J. Poulson, Mr. H. S. Clark, Mr. H. S. Smith, Mr. and Mrs. Gardner, Eng. Com. W. W. Reed, Mr. W. R. Marshall, Mr. D. J. Mackenzie.

## FOR A LAME BACK.

When you have pain or stiffness in the back, rub the back with Chamberlain's Pain Expeller twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this ointment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

CHILDREN  
WILL HAVECUTICURA  
SOAP

Because of its soothing emollient properties in all cases of irritation of the skin and scalp, especially when assisted by light touches of Cuticura Ointment.

Samples Free by Post

Write for Cuticura Soap and Ointment to the following: Messrs. J. B. Williams & Co., Ltd., 10, Abchurch Lane, London, E.C. 4. Or to the following: Messrs. J. B. Williams & Co., Ltd., 10, Abchurch Lane, London, E.C. 4. Or to the following: Messrs. J. B. Williams & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

## POST OFFICE NOTICES.

Registered Letters to the Caroline, Ladron, Fellow and Marshall Islands can now be accepted for transmission.

The Services to Germany, Austria and the Ottoman Empire are suspended.

## Inward Mails.

Europe (London 28th April via Siberia), America, China, Korea, 28th May. Europe (via Nagasaki), China, 1st June. Europe (French Mail), China, 1st June.

## Mails will close for—

HAIPHONG. Per Gemini, at 8 a.m., on Saturday, the 29th May.

HOHONG, PAKHOI & HAIPHONG. Per Sunghing, at 10 a.m., on Saturday, the 29th May.

BATAVIA, SAMARANG & SOERABAYA. Per Timor, at 10 a.m., on Saturday, the 29th May.

SAIGON, STRAITS, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEY, EGYPT & EUROPE via MARSEILLES.

Per Amazon, on Saturday, the 29th May. Registration at 11 a.m. Letters at noon.

PHILIPPINE ISLANDS. Per Yuenwang, at 2 p.m., on Saturday, the 29th May.

HAIPHONG. Per Takong, at 4 p.m., on Saturday, the 29th May.

SWATOW & SHANGHAI. Per Wungang, at 4 p.m., on Saturday, the 29th May.

SPANGHAI & NORTH CHINA. Per Kanchow, at 4 p.m., on Saturday, the 29th May.

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## TYPHOON SIGNALS

STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

The following Typhoon signals and notices on the Mathered on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godown, E. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-kok and F. C. Quarters, Lysemoon.

A CONE point upward indicates a Typhoon to the North of the Colony.

A CONE point upward and DRUM below indicates a Typhoon to the North-East of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE point downward and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downward indicates a Typhoon to the South of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upward and BALL below indicates a Typhoon to the North-West of the Colony.

A CONE point downward and BALL below indicates a Typhoon to the South-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made of the Water Police Station, and repeated at the Harbour Office:

THREE LIGHTS VERTICAL AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

THE FOLLOWING NIGHT SIGNALS will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and fishing Ocean Yachts, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, San Ki Wan, Stanley, Sai Kung, Cape Collinson, Sha Tin Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Yachts on demand by signal from the Lighthouse.

C. W. JEFFRIES, Director.

## WEATHER REPORT.

On the 28th at 11.45—

No return from Indo-China.

Pressure has decreased moderately over Hokkaido, at Weihaiwei and slightly over Formosa; it has risen slightly over central and southern Japan, South China and the Philippines. The northern depression has passed into the Pacific, another appears over the Gulf of Pechili.

The area of low pressure, which yesterday covered the central portion of the China Sea, has partially filled up and moved north-eastwards. It is situated this morning to the south of the Formosa Channel.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon on the 29th.

1.—Hongkong and Neighbourhood: N.E. winds, light to moderate; fine.

2.—Formosa Channel: S.E. winds moderate; rain.

3.—South coast of China between Hongkong and Lamook: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.